(c) the reasons for the shortfall and the remedies to overcome the difficulties;

(d) what are the targets indicated by the Planning Commission for cement production by the terminal year of the Eighth Five Year Plan;

(e) whether there is any adverse effect on its export, if so, what are the figures of last year's export; and

(f) what are the details of the steps being taken to check the adverse effect?

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SMT. KRISHNA SAHI): (a) and (b) A statement is laid on the Table of the House, (*see* below).

(c) Does not arise.

(d) The Planning Commission has indicated a target of production of 76 million tonnes by the terminal year of the Eighth Five Year Plan.

(c) No, Sir. A quantity of 2.85 million tonnes of cement/clinker was exported in 1993-94 against 1.18 million tonnes exported in 1992-93.

(f) Does not arise.

Statement

(a) and (b) Production of cement in April-June, 1994 was 15.35 million tonnes which is more than the production of 14.76 million tonnes during the corresponding period of last year. The industry is capable of achieving the annual production target of 62 million tonnes for the year 1994-95.

SHRI GOVINDRAO ADIK: Sir, I take this opportunity to congratulate the Government of India for having achieved the target in cement production in the country. It is because of the New Economic Policy that is enunciated by the hon. Prime Minister. It is very significant to note that this year, as has been stated in the reply, the production of cement in April-June has gone beyond the estimated production. So, I take this opportunity to congratulate the Government for the New Economic Policy. At the same time, I would like the Minister to clarify whether the figure which is given in the reply, includes production of mini cement plants also or pertains only to major production plants. That is number one. Secondly, with the coming up of the private sector and the multinationals in this field the local mini cement plant producers are to compete with the big giants. I would like to know from the hon. Minister whether the Government of India has taken any precaution to protect the smaller producers in the country and if the Government has adopted any policy, the details thereof.

श्रीमती कृष्णा साही: सभापति महोदय, जहां तक सीमेंट उद्योग का प्रश्न है, सरकार दोनों मेजर और मिनि, दोनों सीमेंट उद्योगों के ऊपर ध्यान दे रही है। सीमेंट के मामले में जैसा मैंने बताया है कि राष्ट्र बिलकुल सेल्फ सफिशिएंट है। काफी प्लांट लग रहे हैं, प्रोडक्शन काफी हुआ है और कैपेसिटी युटिलाइज़ेशन जो है, वह बहुत संतोषप्रद है और अंतर्राष्ट्रीय स्तर पर भी हम बहुत आगे बढ़ रहे हैं। प्रोडक्शन फिगर्स जो हैं — the production figures of both large and mini-steel plants have been given in my reply also and I can say that production of cement in 1991-1992 जैसा मैंने बताया मिनि प्लांट्स 250 हैं और उसकी क्षमता 5.7 Million tons और लार्ज प्लांट्स हैं 103 जिनकी कैपेसिटी 69 मिलियन टन्स है, इसलिए मिनि प्लांट्स काफी संख्या में हैं।

MR. CHAIRMAN: Now the Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Profits of Foreign Airlines

*446. SHRIMATI VEENA VERMA:
SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what were the profits generated by

various foreign airlines operating in India during the last three years; and

(b) how much of the same was repatriated?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) The profit/loss of foreign airlines is not monitored by the Government. Figures of remittances allowed to foreign airlines companies during last three financial years, as furnished by the Reserve Bank of India, are, however, indicated in the statement.

Statement

Remmittance allowed to foreign Airlines Companies year-wise and Airline-wise

(Amount in Rs. lakhs)

S. No.	Airline Company	1991-92	1992-93	1993-94
1.	Air Canada	28	191	133
2.	Air France	4,794	9,541	9,329
3.	Air Hong Kong	—	—	324
4.	Air Lanka	638	1,107	2,242
5.	Air Link	—	—	29
6.	Alitalia	2,552	4,240	4,513
7.	Biman Bangladesh	—	112	392
8.	British Airways	8,461	17,720	14,913
9.	Cathay Pacific	3,891	6,234	7,970
10.	Carglux Airlines	—	—	148
11.	Delta Airlines	2,053	5,026	6,483
12.	ELAL	—	—	53
13.	Emirates	6,958	9,875	12,380
14.	Egypt Air	280	787	921
15.	Ethopian	1,167	1,885	1,974
16.	Finn Air	—	—	32
17.	Gulf Air	11,261	16,907	21,138
18.	Japan Airlines	4,229	2,591	667
19.	Kenya Airways	—	448	1,043
20.	Korean Airways	13	—	1,240
21.	KLM	3,994	8,123	13,531
22.	Kuwait Airways	5,572	11,310	11,862
23.	Libyan Airlines	24	—	—

Problems of Super Phosphate Fertilizer producers

*447. SHRI SANJAY DALMIA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether single Super Phosphate Fertilizer producers are in a great crisis for want of clear cut policy on the release of subsidy/concessions for the fertilizer industry;

(b) if so, the total number of such units, their production capacity and actual production during the last one year and number of those lying closed;

(c) whether there has been a sharp decline in production and consumption of phosphatic fertilizer in the country; and

(d) if so, the remedial measures taken or proposed to be taken in the matter?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI RAM LAKHAN SINGH YADAV): (a) and (b) The Single Superphosphate (SSP) fertilizer was decontrolled w.e.f. 25.8.1992. There are about 86 units in medium and small scale sectors, with an installed capacity of about 51.4 lakh tonnes of SSP per annum. As per available information, the production of SSP during 1993-94 was about 19.0 lakh tonnes. Eighteen (18) SSP units are reported to be lying closed due to liquidity problems.

(c) The consumption and production of phosphatic fertilizers during the last three years were as under:—

(In lakh tonnes of nutrient)

Year	Comsumption	Production
1991-92	33.21	25.62
1992-93	28.41	23.06
1993-94	28.84 (estimated)	18.16

(d) Some of the steps taken to reduce the cost of production and make the units competitive vis-a-vis cheaper imports, are as under:—